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The Daily Press.

HONGKONG, JANUARY 11th, 1907.

Mr. GEORGE JAMIESON, C.M.G., introduces the article briefly referred to yesterday with an interesting review in brief of the methods of Chinese finance, and the sources of Chinese imperial revenue. These are largely what they were nearly three hundred years ago, and are, we suppose, fairly well known to our readers. We pointed out two days ago, and Mr. GEORGE JAMIESON makes the same remark in the *Financial Review of Review*, that China is not a Kingdom, but an agglomeration of Kingdoms, and these are "all potentially wealthy in the productivity of the soil, and with a population of twenty to forty millions each". When the Imperial Government needs or desires more money, it applies to these "kingdoms", which always, after the usual protests, manage to satisfy Peking's demands. The Viceroy or Governors have various ways of raising this revenue; no two seem to work alike; and the only restriction imposed by the central Government is that such taxes are not to be levied as might cause riots or insurrections. Mr. GEORGE JAMIESON, by giving facts and figures of what has been done in the past, and by referring to present known conditions, shows that the yoke of taxation is even yet a long way off being too heavy for these practically self-governing provinces, and in fact, as he says, "bondholders may be absolutely at ease as to the sufficiency of their security". This brings us, and him too, to the arguments of Mr. MURRAY STEWART, Chairman of the Hongkong

Branch of the China Association, which arguments, as we have submitted, are not endorsed by all competent observers, nor even by all the members of the China Association. Lately the China Association, as some conceive, has been approaching the Home Government as one asking more than he expects to receive, emphasising its demands by a little exaggeration. Our first comments on Mr. MURRAY STEWART's speech were directed to the suggestion that this policy, in view of the objects and aims of the Association, and particularly of the desiderata mentioned in the speech itself, is not the best policy to pursue. We feared for it the fate of the shepherd who cried "wolf" on a too often. Such fear may have been unfounded, but in any case it was the same misapprehension and misapprehension of our comments—a quite excusable motive, as every member of the Association will doubtless acknowledge. As we showed yesterday, our motive was misapprehended in the most extraordinary and unpleasant manner. Referring to the Customs Bill, Mr. GEORGE JAMIESON says "it is not surprising that Chinese officials should nowadays claim to have a greater share in the control than they have hitherto enjoyed to exercise, neither is it necessary to impute to them corrupt motives for so doing". Mr. MURRAY STEWART's grave mistake and injustice on this point again point out that it is not surprising that a newspaper should comment on a long speech reported verbatim in its own columns, neither is it necessary, or proper, to impute to it glib motives. However, we should concern ourselves more with the CHAIRMAN'S arguments as to the effects and intentions of the Customs Bill, and to Mr. GEORGE JAMIESON'S answer to China's alleged breach or intended breach of agreement, and the depreciation of China's credit thereby involved. Mr. GEORGE JAMIESON says:

"Granting the sufficiency of the security, what means are there whereby it can be made available for the service of the loan, supposing the Chinese Government were to default or be driven by imperious needs to use the Customs revenue for other purposes? The answer to that is that the contracting bank, the Customs, holds bonds, fully signed by the authorities on record, for the full amount of principal and interest, which by the terms of the loan contracts are available for payment of duties. The procedure, therefore, if the case were to arise, would be for the banks to sell these bonds to the merchants, to be used in their Customs business, and with the proceeds to repay the bonds. Such a course would be a mere formality, but it could be done, and the very knowledge that it could be done would be sufficient to deter the Chinese from even contemplating default."

That is what we, as Mr. MURRAY STEWART now suggests, ridiculously venturing to entertain opinions at variance with his own, have said all along. We have never denied that the Chinese would like to be rid of foreign interference, but we were reluctant from the first to suspect them of the folly of believing that in the case of the Customs it could be practical politics. If for so believing we have become a laughing-stock to Mr. MURRAY STEWART and other well informed authorities, it is comforting to find one like Mr. GEORGE JAMIESON in our company, one who goes even further than we did, and cannot believe that the Chinese were "even contemplating default." To clarify our point in a phrase, we did not say Peking is too virtuous to do what Mr. MURRAY STEWART suspects it of, but that it was too sensible. Even a thief will let marked money alone, when he knows it is marked. We described Mr. MURRAY STEWART'S fears as a little exaggerated; Mr. GEORGE JAMIESON thinks them "quite groundless," for this reason: "The Customs revenue, though hypothecated for the service of the loan, has never, in point of fact, been directly appropriated to their payment. It is probably the opinion of some that Sir Robert Hart and his staff actually collect the revenue and hold it for this purpose. That is not so. From the first the Customs duties have always been paid into a native bank appointed for the purpose at each treaty port, and have been held to the order of the Chinese local official, who is termed the Superintendent of Customs. The function of the foreign staff is to see that the proper duties are so paid in before granting clearances to foreign vessels, but once the money is paid they have no concern with what becomes of it. Their returns of trade supplied to the Central Government through the Inspector General are, of course, an efficient check on the honesty of the local officials, but the disposal of the money is entirely a matter for the Chinese themselves."

With these reasons, we presume, the CHAIRMAN of the Hongkong branch would be familiar all along, and how he could expect the *Daily Press* to be covered with ridicule for attaching more importance to them than to his own analogies we cannot imagine. Everybody who reads the papers knows that the Anglo-German Loan Agreements of 1896 and 1898 bound the Chinese Government to maintain the Customs service as it then was during the currency of the loans. Where has it failed? As we read it, Mr. MURRAY STEWART'S speech chiefly alleges that they meant to fail, meant to commit default. Here we have

found ourselves in the surprising position of sharing with Peking some of the discomfort caused by people persisting in the imputation of motives. Mr. GEORGE JAMIESON ignores motives, and dealing with acts, says the appointment of the Chinese Controllers does not necessarily import any material change in the validity of the security for the loans. It is admitted that Sir ROBERT HART is, and always has been, a servant of the Chinese Government. That unfortunate reference raised a howl among some of the less well-informed "authorities". Mr. GEORGE JAMIESON accepts it calmly, and admits moreover that Sir ROBERT HART has always, hitherto, been under the control of the Chinese Foreign Office at Peking. Now he is under the control of another office, a special Board. This change, said the Chinese, was a mere domestic detail. Mr. MURRAY STEWART thinks the explanation false. We would think the same, without hesitation, if there were not reasons for supposing it to be likely true. Thinking of something of a misanthrope, we might, if we had wanted to give an account of the CHAIRMAN'S free-handling of ridicule, but we do not even yet regard him or any other authority as making himself ridiculous by happening to hold opinions we do not endorse. There is always the chance that the Chinese are less shrewd than we think them, that they may show us more fools than knives, in which case Mr. MURRAY STEWART will have been right, and we wrong. But neither will they thereby appear ridiculous. Meantime, the only real danger, "if danger there be", which Mr. GEORGE JAMIESON sees, "would seem to be not so much of a tampering with the security for the loans, as of a lowering of the status of the Customs Service and consequent friction with the merchants". The difference between the control of the Waiwapi and the control of the Board of Commissioners does not at first sight appear sufficient to cause such a lowering of status. We are not convinced that the difference has not been exaggerated. At the worst, we have taken the liberty of criticising a speech. It came from the official mouthpiece of the local branch of an Association for whose opinions we and our public look with respectful eagerness. If, on analysis, we fail to find sufficient substance beneath the flow of words to reward us for the time spent in assimilating it, it is a disappointment. In this case we expected something better. Perhaps the expert body of members might share some of that disappointment. There were indications in the report of the succeeding speeches that such was the case. But there was not, and is not, any question of "scoring" off individuals or jerking at an Association. It is only that, in the congregation of the devout, we sometimes don't like the sermon. Against the preacher personally, or against his gospel, the devout have nothing to say. It is as if, for criticising his sermon, this expounder had denounced us for atheism.

The French Mail of the 11th December was delivered in London on the 9th inst.

From the local agents of the Norddeutscher Lloyd (Messrs. Melchers and Co.) we have received a copy of the Company's calendar for 1907. It is an artistic production.

We are pleased to be able to state that Mr. F. A. Hazland came out of hospital yesterday, quite recovered from his illness, and resumed duty at the Magistracy this morning.

The Eastern Extension Australasia and China Telegraph Company (Limited) has declared an interim dividend for the quarter ended September 30th of 2s. 6d. per share, free of income-tax.

Yesterday H.E. the Officer Administering the Government, Hon. Mr. F. H. May, paid a visit of inspection to the works of the Kowloon Canton railway, spending the whole day in the New Territory.

A keenly contested football match between the Hongkong Football Club and the Royal Engineers was played at Happy Valley yesterday afternoon, the result being a win for the Club by one goal, the score being H.K.F.C., 3; R.E., 2.

The Canadian Pacific Railroad announces a scheme of colonisation in Vancouver Island, the climate of which closely resembles that of England. The company owns an immense tract of land, and will prepare 150,000 acres for occupation as farms and orchards by British settlers.

A sensation has been caused by the Kaiser, who has addressed a telegram to Count Ballestrem, the President of the Reichstag, expressing indignation at the Budget Committee rejecting the vote of £1,460,000 required to carry on the war against the rebels in German South-West Africa. This action of his Majesty has fallen like a bombshell, as it amounts to a declaration of hostility against Parliament. It means a conflict of opinion between the monarch and the elected representatives of the nation. It is an act unprecedented in the history of constitutional countries.

Mr. J. B. M. Smith, manager of the Hongkong and Shanghai Banking Corporation, returned to Hongkong yesterday after a holiday at home.

Messrs. E. S. Kadoorie & Co. are in receipt of private telegraphic advices from Shanghai, informing them that there will be no interim dividend of the Shanghai Dock and Engineering Co., Ltd.

To the Hongkong Odd Volume Society, the Honourable Stephen W. Nickerson, M.A., Counselor at Law of the Supreme Court of the United States, has kindly consented to deliver a lecture on "Money and Civilization" at the City Hall, on Monday, 14th January, at 5.15 p.m. Mr. H. E. Pollock, Hon. Secretary, will take the chair.

A telegram from Peking to the *Pitt Journal* states that Prince Tuan has been charged by the Emperor with a mission to the United States, Great Britain, Germany and France, for the purpose of studying the naval forces of those countries, as a preliminary to co-operating with his Majesty in the organisation of a powerful fleet.

A meeting held at Sir Paul Clatier's office a few days ago at which many prominent citizens assembled, decided to telegraph to the Duke of Connaught's sanction to hold a ball at the City Hall in his honor, at which the whole party will be entertained. This, it was considered, would not trespass on the Duke's time on his official visit here, and it is hoped that a favourable reply will be received.

It is officially notified in the *London Gazette* that the King has been pleased to give and to grant unto Sir Robert Hart, Bart., G.C.M.G., Inspector-General of Chinese Imperial Maritime Customs, His Majesty's Royal licence and authority that he may accept and wear the Grand Cordons of the Order of Leopold, conferred upon him by his Majesty the King of the Belgians, in recognition of valuable services rendered by him to his Majesty.

Portions of the German Imperial estimates for the financial year 1907, including those for the German colonies, have been published. Kiao-chow, with a revenue of £77,135 and an expenditure of £68,910, will require a subsidy of £258,785, or £70,725 less than this year. For the purposes of the military administration £166,962 will be required, and £62,343 for the civil administration. A further instalment of £116,000 is put down for the harbour works, which will thereafter require a final instalment of £43,560.

Subscriptions are being invited with the object of presenting a testimonial to Dean Butler, who is about to leave Egypt, after having held the post of chaplain of All Saints' (airo, for more than a quarter of a century. Dr. Butler's first curacy was at St. Paul's, Westminster, a position he relinquished 43 years ago to become our Consul Chaplain at Shanghai. He remained in the Far East nearly 21 years, and became Dean of the Cathedral of Holy Trinity. In 1893 he went to Cairo, where he long since gained the affection and esteem of the British community.

Mr. Devlin, United States District Attorney, and the Education Authorities have agreed regarding the statement of facts bearing on the segregation of Japanese children in the schools on a basis upon which the Government can test the constitutionality of the State law under which the Board of Education made its ruling, save as regards the section which says that the father of the boy by whom the proceedings will be brought pays taxes in San Francisco. It has also been decided to eliminate all references to Korean and Chinese children, thus permitting the Japanese case to stand alone.

The Pioneer points out that the railway which the French Government are building from Haiphong, on the Tongking coast, to Yun-nan-fu is already in working order for some 20 miles in Chinese territory, and that it should reach Mengtzi, 100 miles from the frontier and an important distributing centre for foreign imports, in the spring of 1908. The Pioneer anticipates that a monopoly will be established for French goods, as foreign articles now pay 20 per cent transit dues, which are not likely to be reduced. This, it is urged, is a matter of direct interest to India, as cotton yarn from Indian mills is sent in large quantities to Mengtzi. The Tongking mills, which are increasing their output, are expected to try to secure the whole of this trade, and the suggestion is made that further surveys should be undertaken with a view to giving Upper Burma good railway connection with Yun-nan.

Mr. Strangman Hancock, manager of the Jumpers Deep Gold Mine, on the Rand, has been presented, on his retirement, with a piece of gold plate by the Chinese coolies employed in the mine. An inscription upon it states that it is "a presentation to Han Big Man," and that "we Chinese" have been there nearly two years, and are well fed and cared for. "The work is good, and suits us, and the pay is small" [we like the negative form of acknowledgment] "and the owner treats us as well as heaven and earth treat us." There is a fine philosophical touch about that last phrase, which may be commended to the perverted persons whose ears are tortured by the imaginary clanking of the Sin's chains. Whatever that worthy's shortcomings may be (and we certainly cannot deny them), he appears to be not wholly destitute of the saving grace of gratitude. But that, of course, is an unpardonable sin, because it is a terrible upset for the British Radium apple-cart.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AMEER'S VISIT TO INDIA.

London, January 10th.
The Ameer arrived at Agra in a heavy rain storm. He visits the Viceroy to-day.

OBITUARY.

London, January 10th.
The Queen of Hanover is dead.

RED RUS-IA.

London, January 10th.
General Pavloff, military prosecutor, has been assassinated.

NAVAL CHANGES.

London, January 10th.
Admiral Bosanquet succeeds Admiral Douglas as commander-in-chief of Portsmouth Dockyard.
Rear-Admiral Inglefield succeeds Admiral Bosanquet.

THE SLEEPING SICKNESS.

London, January 10th.
Sir Patrick Manson, M.D., predicts a spread of the sleeping sickness in Asia.

THE WILL OF A MILLIONAIRE.

London, January 10th.
Baroness Burdett-Coutts has bequeathed all her possessions to her husband, Mr. W. L. A. B. Burdett-Coutts.

THE ROYAL VISIT.

London, January 10th.
The Duke and Duchess of Connaught leave to-day.

CHINESE RAILWAY LOAN.

London, January 10th.
The Shanghai-Nanking railway loan has been largely oversubscribed by the banks at 97½.

[REUTERS'S SERVICE.]

GERMANY AND THE UNITED STATES.

London, January 8th.
The Kaiser has sent an official, at his own expense to investigate the commercial and financial conditions of the United States. The Emperor is also sending six army officers to study the people and the country.

RUSSIA AND JAPAN.

London, January 8th.
The *Standard* is authoritatively informed that the prospects of the conclusion of the Russo-Japanese fishery negotiations are satisfactory.

GREAT BRITAIN AND RUSSIA.

London, January 8th.
The postponed Anglo-Russian entente will be concluded immediately on the settlement of the Russo-Japanese negotiations. Russia and Great Britain have already agreed upon a common policy in Persia in the event of the death of the Shah.

THE RECONSTRUCTION OF THE BRITISH FLEETS.

London, January 8th.
The *Daily Chronicle* learns officially that the reconstruction of the British fleets, as described in the *Daily Mail*, is merely a transference of ships, in view of the formation of the Home fleet. The number of ships and men afloat will not be reduced.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Captain's Cup was held at Happy Valley from the 5th to 7th January, 1907. The following returns were made:

CAPTAIN'S CUP.		
Mr. C. H. Gale	88	13 = 75
Mr. A. Gittins	80	scr. = 80
Mr. A. Morley	98	18 = 80
Mr. W. J. Saunders	88	7 = 81
Hon. Mr. F. J. Baddeley	92	10 = 83
Mr. T. C. Gray	95	11 = 84
Mr. W. C. D. Turner	93	8 = 85
Mr. H. Pinckney	93	8 = 85
POOL.		
Mr. C. H. Gale	88	13 = 75
Mr. A. Morley	98	18 = 80
Mr. W. J. Saunders	88	7 = 81
Mr. T. C. Gray	92	10 = 83

The next competition will be for the Robertson Farewell Cup and will be held at Happy Valley from the 12th to 14th January, 1907.

SUPREME COURT.

Thursday, January 10th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

A DISPUTED INSURANCE CLAIM.
The Sun Kwong Lee firm, piece goods dealers, formerly carrying on business at 332 Queen's Road Central, and now at 63 Wing Lok Street,

Victoria, brought an action against the Union Commercial Company for the recovery of \$5,555.55 due under an insurance policy. Mr. M. W. Shade instructed by Mr. E. J. Grist of Messrs. Wilkinson and Grist appeared for plaintiffs and the Hon. Mr. H. E. Pollock K.C., (assisted by Mr. Hurlstone of Messrs. Donny and Bosley) appeared for defendants. From the statement of claim it transpired that the plaintiffs insured their stock and furniture for \$10,500 and as a fire had occurred in the premises and damage done to the extent of \$12,300, the proportion covered by insurance, amounting to \$5,555.55, the plaintiffs asked for payment of the latter amount. The defendants had refused to pay, hence the action.

Mr. Shade explained that when the fire occurred goods to the value of the claim were on the premises, as would be proved by the only evidence available, the evidence of plaintiffs and the evidence of the books. These, however, were not now in his possession. They had been taken by the Insurance Company, who refused to give them up. In consequence they had been hampered in presenting the case and making up their claim. The fire took place some four or five days after Chinese New Year, and while the shop was closed. Immediately

after the fire plaintiffs took their insurance policy, which he had stored in another house, to the police together with the books of account which had been saved from the fire. A few days later he received his policy back from the police and was informed that the Insurance Company had got the books. When he went round to the office of the latter to claim his money, he was told to return in a day or two when the comparators of all the Companies concerned would be present. He did so, and going through the books there, made out that he had goods to the value of some \$13,000 on his premises when the fire took place. There was a discussion with the comparators who maintained that that did not represent the actual value of the goods, and unless he reduced his claim he would not get paid, at least for a long time. The man having lost his all consented for the sake of immediate payment to reduce his claim to \$10,000. This claim was made out and then the defendants refused to pay, asserting that the claim was false. Plaintiff consulted a solicitor and a long correspondence ensued. He submitted that the defendants had treated the plaintiff in a very high handed manner. In reply to his Lordship it was stated that it was customary after a fire that the books should be handed over to the Insurance Company.

The case was adjourned.

POLICE COURT.

Thursday, January 10th.

BEFORE MR. C. D. MILLER (SQUAD POLICE MAGISTRATE).

AN UNWELCOME VISITOR.
A contractor who was repairing one of the houses in a lane running off Baker Street, West-Point, left a quantity of rubbish on the roadway. This was observed by an Indian foreman in the Sanitary Board, who knocked at the back door of the house opposite which the rubbish was dumped. A Chinese cook answered the call and the foreman proceeded to question him concerning the rubbish. The cook was evidently not in a good humour, for after calling the foreman had names he threw a tub of dirty water over him. This led to the chef's arrest, and Inspector Collett charged him with behaving in a manner liable to create a breach of the peace.

His Worship convicted the defendant and imposed a fine of \$5.
Sergeant Sims proceeded against a coolie on the charge of burglary at New Kowloon. The evidence showed that the defendant removed the two bars which secured the door of house No. 109, Kowloon Tong, with a knife, and entered in the early hours of morning. He stealthily removed the clock from the wall, and finding two pairs of trousers in the same room wrapped the timepiece therein, and placed the bundle on the table. Then he entered an inner room and lifted a small roll of Japanese cloth, but he was disturbed in his further search by one of the occupants of the house awakening. This man called to his brother, asking him the time, but as the latter still slumbered he got up to see for himself. On entering the front room, he found the door open and the clock missing. He awakened his brother and together they searched for the thief but without success, he having hidden under a bed at the first alarm. The clock, trousers and cloth were, however, found on the table. Then the brothers closed the house again, and once more retired to bed but not to sleep. When all was quiet the thief crawled from his hiding place but was heard by the occupant of the bed who promptly sprang out and secured him as he reached the door. Defendant was sentenced to six months imprisonment, and four hours' stocks.

Speaking of the hold which football has upon the young men of Yorkshire, the Rev. H. G. Roberts, of Wakefield, said: "Manufacturers will be making hats a size less and the boot manufacturers boots a size greater if the craze goes on for we live in a kicking, not a thinking age."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PUNNIA, Codes: A.B.C., 11th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

TWO thorough Bred Black Retrievers, DOG and BITCH, 11 months old, and in good condition.

Apply to—
Care of "Daily Press" Office,
Hongkong, 11th January, 1907. 183

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on SATURDAY, the 26th January, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 18th January, to SATURDAY, the 26th January, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 11th January, 1907. 181

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.

FAVOURED with instructions, will sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 12th January, 1907, at 2.30 p.m., at his SALES ROOM, at No. 3, Queen's Rd. Central, **DRESS MATERIALS** and MISCELLANEOUS GOODS.

Terms—As usual.
Hongkong, 11th January, 1907. 184



PUBLIC AUCTION.

THE Underigned have received instructions from the Harbour Master to sell by Public Auction, On THURSDAY, the 17th January, 1907, at Noon, on Board, "The Steam Launch 'YU' SUM."

As she now lies in Causeway Bay, Length over all ... 81 feet. Breadth extreme ... 13 ft. 7 in. Depth ... 11 ft. 6 in. Engine—Compound Surface Condensing, Cylinders 18 in. and 18 in. by 2 in. Stroke. Boiler Pressure ... 125 lbs. Hull, Boiler and Engine built in Hongkong in 1900.

Terms—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 11th January, 1907. 185

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KORE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,
Agents.
Hongkong, 10th January, 1907. 7

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ALCANTARA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Mongolia" and ex "Persia."
From Calcutta, ex s.s. "Sunda."
From Persian Gulf, ex B.I. S. N. & B. & F. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th Jan., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,
Superintendent.
Hongkong, 10th January, 1907. 1

SITUATION WANTED.

A PORTUGUESE CLERK with 6 years' Experience in Mercantile Firms, bearing Good References, WANTS SITUATION. Cent Ports no objection.

Apply to—
"Care of Daily Press" Office,
Hongkong, 8th January, 1907. 173

NOTICES OF FIRMS

NOTICE.

BY Order of the Board of Directors I have This Day handed over the Management of the Local Branch of the DEUTSCH-ASIATISCHE BANK to Mr. F. JUNG.

H. SUPPER,
Manager.
Hongkong, 7th January, 1907. 165

NOTICE.

THE Interest and Responsibility of Mr. ROBERT HUNTER BRUCE in our Firm CEASED on 31st December, 1906. We have Admitted Mr. WILLIAM WILSON and Mr. RICHARD NIKOLAUS ONLY Partners in our Firm from This Date.

TAIT & Co.
Amoy, 1st January, 1907. 133

PUBLIC COMPANIES

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE Tenth ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 26th January, 1907, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 23rd January, until SATURDAY, the 26th January, 1907, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th January, 1907. 178

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE No. 1932 for One Share numbered 41, on which the Sum of \$25 has been paid up, standing in the name of JOHN C. GREENHILL, is hereby GIVEN that unless the said Certificate be produced to the Society on or before the First day of March next, a new Certificate for the said share will be issued by the Society and the old Certificate will thereafter be held as Null and Void.

By Order of the Board of Directors,
W. J. SAUNDERS,
Secretary.
Hongkong, 4th January, 1907. 118

INTIMATIONS

ROTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the ROTHEN MARK LODGE will be held at the FLEMING'S HALL on MONDAY, the 14th January, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 8th January, 1907. 1169

OLD STAMPS.

WE wish to BUY Old issues of STAMPS from all Countries, also the Stamps now in use.

We will take any quantity, and pay High Prices in U.S. Gold. We seek only the Stamps in good condition and clear off paper. Correspondence invited. We would be pleased to make ourselves known to you. We will return a memo of all Stamps received with Prices paid for each kind. Address—**JOHN P. COOPER, Stamp Importers, 35, Pottery Place, Red Bank, N.J., U.S.A.**

Hongkong, 8th January, 1907. 167

COME AND INSPECT
Our Special Varieties of ARTISTIC VIEW POSTCARDS.

ALL KINDS OF FOREIGN POSTAGE STAMPS ALBUMS AND OTHER PHILATELIC GOODS AT PRICES TO SUIT ANY BUYERS.

GRACA & Co.,
Hongkong Hotel Corridor.
Hongkong, 1st January, 1907. 123

STORAGE
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EX TENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—
GEO. FENWICK & Co., Ltd.,
Hongkong, 8th Jan., 1906. 108

THE DIRECTORY AND CHRONICLE FOR 1906.

Complete Edition ... \$10.00
Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REMBA.

He description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price ... \$3.50.

To be obtained from Messrs. KILBY & WALSH, Ltd., Messrs. W. BROWNE & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Apply to—
"Care of Daily Press" Office,
Hongkong, 8th January, 1907. 173

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, On WEDNESDAY, the 23rd January, 1907, commencing at 3 p.m., on Board the "RAMBLER," the following—

"RAMBLER,"
Single Screw, Composite hull, Copper Sheathed.

Displacement ... 835 Tons.
Indicated Horse Power ... 650 N.D.
Extreme Length ... 163 ft. 3 in.
Extreme Breadth ... 29 ft. 6 in.
Bull ... 18-0.

Compound Surface Condensing, Horizontal, by Elder.

Propeller ... One Griffith's Gun metal.
Boiler ... Three Cylindrical Direct Tubular.
Load on Safety Valves ... 80 lbs.
Distilling Condenser ... Two Noranda's
Single No. 10 distilling 2,058 gallons of water per 24 hours.

HULK "MIDGE,"
Late Twin Screw Gun Vessel, 803 tons, Composite hull, Copper Sheathed.

Length ... 155 ft. 6 in.
Breadth ... 25 ft. 0 in.
To be Sold as they now lie in Hongkong Harbour, with all Fittings, &c., on board.

A list of Fittings, &c., to be Sold with H.M.S. "RAMBLER," may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will be responsible for any errors in description of Ship, Fittings, Stores, &c.

The Vessels will be OPEN to INSPECTION for Seven days before date of Sale, between 10 a.m. and Noon and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting Orders may be obtained from the Auctioneers.

Terms—Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of Sale.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 28th December, 1906. 112

BY ORDER OF THE MORTGAGEE, PARTICULARS & CONDITION OF SALE, VALUABLE LEASEHOLD PROPERTY Situate at Victoria, Hongkong.

To be Sold by PUBLIC AUCTION On FRIDAY, the 25th day of January, 1907, at 3 o'clock in the afternoon, at his Sales Room, Duddell Street.

by **Mr. GEO. P. LAMBERT, Auctioneer.**

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Further Particulars and Conditions of Sale may be obtained from **F. X. D'ALMADA & CASTRO,** Solicitor for the Vendor, or **GEO. P. LAMBERT, Auctioneer.**

Hongkong, 9th January, 1907. 189

ON SALE.

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TO LET.

IN ALEXANDRA BUILDINGS Small Office on Second Floor.

Apply to—
SECRETARY, A. S. Watson & Co., Ltd.
Hongkong, 4th January, 1907. 150

TO LET.

ONE OFFICE ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to—
REUTER, BROCKELMANN & Co.
Hongkong, 7th January, 1907. 161

TO LET.

NOS. 1 and 3, ORMSBY VILLAS GRANVILLE ROAD, KOWLOON.

Apply to—
SPANISH PROCURATION.
Hongkong, 3rd January, 1907. 136

TO LET.

THE PREMISES known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th January, 1907. 155

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Care of "China Mail" Office.
Hongkong, 8th January, 1907. 168

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Hongkong, 3rd January, 1907. 137

TO LET

TO LET.

THE "GROVE," having 20 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completed installed.

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35, Queen's Road Central, or to **WING-ON, Contractor,** 34, D'Aguilar Street. Hongkong, 18th July, 1906. 186

TO LET.

"GLENWOOD" Caine Road, suitable for a Boarding House or Club. "ARDSHEAL" No. 111 Praya (Furnished) from 1st March, 1906, for about 20 no. the.

No. 3, CAMERON VILLAS, PRAY. No. 7, DES VEAUX VILLAS, PRAY. No. 4, CONDUIT ROAD. Nos. 3 & 5, ARBUTHNOT ROAD. No. 73, WYNDHAM STREET. BEACONSFIELD ARCADE, FINE Shops Offices and Dwelling Rooms.

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FROM 1st JANUARY, 1907.

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45, Wyndham Street, Hongkong, 24th October, 1906. 101

TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.

Apply to—
DEACON, LOOKER & DEACON,
Hongkong, 5th December, 1906. 104

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ROM THE 2ND WEEK IN APRIL NEXT.

"TAN MOR" Peak Road, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.

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Hongkong, 18th December, 1906. 117

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 197

TO LET.

NO. 27, SEYMORE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 18, MACDONNELL ROAD, "TANG YUEN."

No. 90 & 91 GODOWN PRAYA EAST.

Apply to—
SAM WANG CO., LTD.,
31, Queen's Road Central, Hongkong, 13th November, 1906. 103

TO LET.

ALTEDENA, BARKER ROAD, the Peak. Seven Rooms with 4 ample Bath and Dry Rooms. Apply to—
J. S. VAN BUREN,
Care of Nippon Yusen Kaisha, Hongkong, 3rd January, 1907. 138

TO LET.

NO. 1, WEST END TERRACE, Shamoen, Canton.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 11th December, 1906. 91

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, KOWLOON.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road. Hongkong, 1st June, 1906. 94

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

"RANFURLY," CONDUIT ROAD. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE. FLATS in MORRISON TERRACE.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. 91

TO LET.

2ND FLOOR of No. 5, ICE HOUSE STREET; Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—
TATA & Co.
Hongkong, 24th December, 1906. 105

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st August, 1906. 92

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Hongkong, 17th September, 1906. 21

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S. MOUTRIE & CO. LTD.
York Building, Chater Road.
Hongkong, 29th July, 1906. [38]

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With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. [45]

NEW CARTRIDGES.
BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 38 S&G at 85, 87 and 87.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection invited. WM. SCHMIDT & CO.
Hongkong, 28th October, 1906. [1924]

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FOR THE FESTIVE SEASON
LADIES' AND GENTS' BOOTS AND SHOES.

PERFUMERY & TOILET REQUISITES
EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.
PRICES MODERATE.

A TACK & CO.,
28, DES VŒUX ROAD CENTRAL.
Hongkong, 20th December, 1906. [39]

NOTICES TO CONSIGNEES
THE EAST ASIATIC COMPANY, LIMITED, OF COPENHAGEN.
NOTICE TO CONSIGNEES.

THE Steamship
"KINA,"
having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., A.M. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 12th inst., at 2.30 P.M.

All Claims must reach us before the 19th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

THE EAST ASIATIC CO., LTD.,
MELCHERS & CO.,
Agents.
Hongkong, 7th January, 1907. [3]

S.S. "OCEANIC,"
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London via S.S. "Matapan" and "Dordogne," from Havre via S.S. "Dordogne," from Bordeaux via S.S. "President Leroy Laffitte," in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned, Goods remaining unclaimed after MONDAY, the 14th Jan., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th Jan., or they will not be recognized. All damaged packages will be examined on MONDAY, the 14th Jan., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 7th January, 1907. [2]

HAMBURG-AMERIKA LINIE.
THE H.A.L. Steamship
"SILESIA,"
Captain Bahle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Jan., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 7th January, 1907. [172]

NAVIGAZIONE GENERALE ITALIANA
(Florida and Rabatino United Companies).
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship
"ISCHIA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th January will be subject to rent.
CARLOWITZ & Co.,
Agents.
Hongkong, 7th January, 1907. [4]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 11th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 9th January, 1907. [181]

AMERICA AND THE JAPANESE.

(By M. E. FARMONT in *Pitt Mail Gazette*).
President Roosevelt has fought his way out of so many ticklish situations that one will not be surprised to learn that he succeeds in smoothing out the wrinkles that at present mar the cordial relations between the United States and Japan. But even if he is able to maintain a surface appearance of cordiality between the two nations throughout the remainder of his administration, he is certain to hand over to his successor in office—possibly himself—a heritage of trouble which may be settled anywhere and anyhow. Just now no man knows, and predictions being of no value, one does his best by facing intelligently the situation as it stands.

The success of Japan in her war with Russia is not a fact in the case at all. The relations of the Pacific Coast States in dealing with Oriental labor began half a century ago, and have been growing ever since. To-day they are not only perplexed by the brains of municipal bodies in big cities like San Francisco, Los Angeles, Portland, Tacoma, Seattle, etc., but they form the main problem that confronts the State Legislatures of California, Utah, Oregon, Washington, and, in a lesser degree, half a dozen other States making a serious study of the situation.

British Columbia has the same grievance, but, acting under instructions sent direct from the home Government through official Canadian channels, the people in Vancouver and vicinity are maintaining a discreet silence until Uncle Sam has spoken.

After the discovery of gold in the Sacramento Valley in the spring of 1849 the Chinese began to find their way into California—there was no Exclusion Act then. At first they came in small batches and at long intervals, the difficulties of crossing the Pacific in those days being very great; but as news from the pioneers reached China of the vast prospect of the new-found country, they came in larger numbers, and there were, of course, no women available—they became domestic servants. They did the cooking and washing and manual work of the big mining camps, and from that early day to this they have followed no other employment. Occasionally, in the early 'fifties, an over-enthusiastic Chinese man would desert his washing and take to prospecting on his own, but he never got beyond the nearest available tree, and his fate was a reminder to his fellow-countrymen that it was best to stick to the tub. So they stuck.

With the establishment of a regular trans-Pacific steamship service the Chinese began to pour into San Francisco in thousands, and ultimately Congress passed the famous Exclusion Act. This kept the Orientals out of the American ports, but Vancouver and Victoria were still open to them, and the first important and profitable industry started in British Columbia was the smuggling of Chinamen across the border at the rate of two hundred dollars a head. But still they confined themselves to laundry work and to domestic service—they were not a cook-general in California that does not owe allegiance to Confucius—and they have never invaded any other department of industrial life. In a way they filled in the beginning, and have filled since, a gap in wild and woolly Western society that otherwise might still be a gap.

Then came the Japanese. They, too, looked at themselves furiously at first, but quickly grew bolder. Always the Japanese have looked upon the Chinese as their inferiors, and they marked their advent on the Pacific Coast by declining, with Japanese gentleness and firmness, to be classed with them socially or industrially. They declined to do laundry work or to stick out the front door mat of a head in front of their door, and they refused to scrub the kitchen floor. Instead, they decided to take up the white man's burden, and in whole battalions they have invaded every sphere of work and trade and industry on the Pacific Coast from the far north of Alaska to the far south of Mexico.

To-day the Japanese own and manage or hold responsible positions in—
(a) Fruit farms—large orange groves and prune orchards in Southern California.
(b) Restaurants—everywhere.
(c) Sawmills—factories—in northern Oregon and Alaska.
(d) Cheap hotels in towns and mining camps.
(e) Cattle ranges.
(f) Coalless barber shops.
(g) Cheap printing shops.
(h) A few low-class water-front drinking establishments.

As laborers thousands of Japanese have found employment in—
(a) Coal mines in all parts of British Columbia and the States of Washington, Idaho, and Montana.
(b) Copper and other mines in Montana, Colorado, and northern California.
(c) Fruit farms.
(d) Ranches, big and little, from as far east as Wyoming to the Pacific, and from the Mexican to the Canadian border, save in Texas, where they are barred.

This list is by no means complete, but it is comprehensive enough to show how far the invasion has already spread, and that it is spreading further at an alarming rate, no man who reads the immigration statistics of the Pacific Coast will doubt for a moment. While

labor is at a discount, and a comparison in every trade might be made to illustrate the same point. But one will do—common labor in a copper mine, for instance. A white laborer—member of the Western Mining Federation—has always been paid three dollars a day, which was fixed as a standard wage some ten or twelve years ago. Strong and active little Japanese will take the same job for a dollar and twenty-five cents a day—less than half—and do the same work.

As was said at the outset, this is simply a plain picture of the situation as President Roosevelt faces it to-day, and so comment one way or another would be out of place. But the plain truth is that the Pacific Coast States, in dealing with Oriental labor, are not going to stand it any longer. San Francisco has led off, in what is manifestly a carefully prepared plan, by refusing to permit Japanese scholars to attend the public schools. San Francisco has a right to do this, for she has a municipal Board of Education with arbitrary powers to do as she pleases. The Federal Government cannot interfere. Washington may even resist, but with Tokyo still permit the free entry of Japanese into California, but California has ample power to say what they may do or may not do when they get there.

And it is certain that every possible effort will be made by the Western States to force a climax. There is just as certain to be a clash between the States and Japan as there was between Japan and Russia—only with this difference. The war, no matter how protracted and how fierce, will be one of diplomacy and not of arms and battleships. With the command of the Pacific at stake, neither nation is willing to risk an all-out-battle struggle on the San Francisco schools question—serious as this indication of future complications is.

THE WAR-CLOUD IN THE FAR EAST.
JAPANESE AND RUSSIAN FORCES.

Colonel Gaseki, who won renown as the war correspondent of the *Harbin Telegraph* during the late war in the Far East, has just contributed to that newspaper a remarkable article entitled "The Military Position in the Far East."

He says there are clear signs that the air is loaded with electricity, but that the financial condition of Japan and Russia alike may keep off hostilities for some time. The naval strength of Russia in that region need not be considered; still, Japan means to have eight battleships of the *Yamato* class, and within the next eight years. On land the continued increase of the fighting strength is remarkable. For the time Japan increased its army only by the four divisions raised during the war; however, it intends now to increase them to twenty, and gradually to form ten Army Corps out of them. At this moment the 13th and 16th Divisions are in Korea, and the 14th and 15th Divisions are in Manchuria. The Japanese cavalry is to be increased considerably; machine guns are to be attached to every infantry regiment; railway troops and a balloon detachment are to be raised, and the fortress artillery is to be increased and the authorities are thinking of reducing the period of military service from three to two years.

Meanwhile Russia's military position in the Far East is considerable better; thus, while Russia had only 88 battalions in the Far East before the late war, there are now 187 battalions there, including the European Division, which is to remain at Harbin until April 1st, 1907, the date on which both Japan and Russia will have to evacuate Manchuria according to the treaty.

Russia's position in West-Siberia, Trans-Baikal, and the Maritime Province Russia has now nine divisions of rifle and one of foot, with three reserve brigades of foot, the latter being twice as strong as they were before the war. Thus, Russia has 15 field and reserve divisions, or 16 with the division at Harbin, each of 16 battalions, a total of 256 battalions, as compared with only 123 mobile battalions at the beginning of 1904. The Russian cavalry's strength is about the same as it was, but the field artillery has been increased from 12 to 63 batteries, each of which has 80 horses in peace, and which form 93 batteries, each of eight guns in war. Thus Russia has 16 mountain batteries, 10 heavy machine-gun batteries, and 46 siege batteries. The railway troops and engineers, as they were, but the fortress artillery at Vladivostok has been raised to 12 battalions. Then the Railway Guards consist still of 55 companies, 55 squadrons, and six batteries, or between 20,000 and 25,000 men, although the length of Russia's portion of the railway was reduced. The Portsmouth Treaties allows Russia to keep 25,785 soldiers to protect the railway in Manchuria, while Japan can keep 13,935 in Southern Manchuria.

Colonel Gaseki thinks that Russia's strategic position in the Far East has been improved very much. "Vladivostok has become a very strong fortress; Harbin is also probably strongly fortified and would be, if war broke out, besieged at once by Japan; the communication with European Russia is shorter and less liable to interruption." Altogether Col. Gaseki thinks that outward appearances are more favorable to Russia in every respect.

MANILA RAILWAY SETTLEMENT.

Mr. C. J. Cater Scott presided at the ordinary general meeting, an extraordinary general meeting, and a meeting of the holders of A and B Debentures Bonds of the Manila Railway Company, at which the settlement of the Manila Railway Company and the financial scheme, already published, were submitted for approval. At the first meeting he pointed out that under the old concession he doubted if anything higher than 41 per cent on the old 6 per cent Debentures could be earned. It was urgent that they should start on a new and sound basis, and it would be wise to accept the settlement now offered. The report was unanimously adopted. At the second meeting, which followed, resolutions were submitted embodying an acceptance of the arrangement. The Chairman said they had had to negotiate with a Government and the shareholders had to take what they could get, not that to which they were entitled. The Chairman was a "good one" for the Philippines Islands, but, in his opinion, the Manila Railway Company had not been treated liberally, though some might have thought that better terms should have been given. All the debentures issued on the original line amounted to 21,465,000, and the yearly interest came to 2,575,800. The income in 1905 reached 2,975,000, but they had to deduct over 321,000 on the "profit-sharing clause," leaving only about 2,654,000, and as 180,000 was required for the debenture issue there was a shortage of over 212,000. Further, before shareholders could see any hope of getting a dividend there were arrears on the old 4 per cent Debentures amounting to 478,000, which had to be cleared off, so that under the present concession they must go on piling up the arrears. Could a more hopeful position be imagined. Under the new arrangement the interest on the debentures of all classes would amount to 2,912,000, whilst the net revenue estimate for 1906 was 2,116,000, thus leaving a surplus of about 800,000. Under the scheme he believed that the position of the shareholders would be greatly improved, and that they would be rescued from a position of affairs which appeared to be hopeless. He submitted the resolutions, which were carried unanimously. In reply to a Preference Shareholder, he mentioned that the A and B Prior Lien Bondholders could exchange their securities into the new securities up to the 15th January.

A meeting of the holders of the Six per Cent Debentures followed, at which resolutions confirming the plan of reconstruction were submitted. Mr. Cater Scott remarked that their position in the Philippine Islands under the old Spanish Concession was not at all clearly defined. Taking into consideration that the United States Government had refused to recognize certain of their rights under that concession the position was one of the greatest difficulty. The company did not know what were their rights nor what were their liabilities. The first thing they had to do was to get the old Spanish Concession cancelled and the new concession clearly defined. If the scheme were accepted all this uncertainty would be removed. Although the proposals at first sight might appear not to give the Debenture-holders all the advantages to which they were entitled, he was of the opinion that the settlement was not inequitable neither was it illiberal. He believed it was the very best that they could possibly obtain from the Government. Their present undefined position carried with it one danger—the claims under the "share-profit clause." It was true that the United States had declined to recognize certain clauses in that old concession which would give the guarantee of interest on them, but they had not said that the concession was "dead." In his opinion the authorities at Washington had clearly shown that they did not regard the concession as dead. On the one side certain concessions had been denied them, and on the other hand the company had certain liabilities from which they were not clear, and, therefore, it seemed to him that the Spanish Concession must be cancelled. They had been able to secure this, and there was no doubt that the most important matter in the new arrangement was the complete disappearance of the old profit-sharing clause and the disappearance of about 250,000 liability on this clause from the accounts. Unless they agreed to these proposals and merged their interests with the American Corporation there was the danger that a new parallel line would be built with an American guarantee. The capital, the bonds and shares of the American company, would be transferred to a new English company, which would hold the same and against it issue their own securities. Before it was over mooted some years ago that there was a possibility of a settlement with the Government the Six per Cent Debentures stood at 52 and they were now quoted at 120. This recovery was entirely due to the fact that it had "looked out"—and in these days everything looked out—that there was a plan of reconstruction in the air and that the settlement would prove satisfactory. He moved a series of resolutions embodying the proposals.

Mr. Barnett deprecated the proposals in so far as they gave the Preference Shareholders Preference Stock for the accrued interest of the same status as that given to the Debenture-holders. He moved an adjournment of the meeting so that the directors might modify the scheme in this respect. The amendment was lost on a show of hands, but Mr. Barnett demanded a poll. Eventually he withdrew his amendment, and the original resolutions were carried on a show of hands and without a poll.

WEATHER REPORT.
The Hongkong Observatory yesterday issued the following report:—
On the 10th at 11.55 a.m.—The barometer has risen over China and Japan. The anticyclone, which is of considerable intensity, is centred over the continent to the North of the Yangtze. Over the S. part of the Philippine Archipelago pressure remains low, and a depression appears to be situated in the neighbourhood of Mindanao.

Gradients are rather steep, particularly over the China Sea, and N. and N.E. gales may be expected over that area and also in the Formosa Channel.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood N. winds fresh; rain or drizzle.
N. to N.E. N. to N.E. gale.
Formosa Channel N. winds.
South coast of China between N. winds.
Hongkong and Lamma's strong.
South coast of China between Hongkong and Hainan Same as No. 3.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Cream Charming, Tait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialities for the Skin are the study of a Lifetime. A. S. Watson & Co., Ltd., Sole Agents.

Quite Well, Thank You
The man who tells you to-day that he is "quite well, thank you," may to-morrow be writhing in the grip of some terrible disease.

Somewhere in his system there may be a weak spot—something he does not know of—something that may cost him his life.

Hall's Coca Wine
Will rid you of your "weak spots." It will give you energy and strength, richer blood and clearer nerves. It will make you healthy and keep you healthy. Sold by chemists and stores in large and small bottles. Be sure you see the Hall's Coca Wine trademark before purchasing.

Hall's Coca Wine.
Small bottle with label. Hall's Coca Wine. The energy of health in every drop.

Cunliffe, Russell & Co.
10 & 12, Place de la Bourse.
SECURITIES issued by PARIS European Govts and Municipalities offering WHITE FOR PROSPECTUS (in French and English).
To be purchased for cash or on the "Times" system of monthly payments.

UNIQUE, RUSSELL & CO. being the oldest established and most reliable firm in the world, offer advantages absolutely obtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Results of drawings in English. 100,000 of drawings made available at once. Prices collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last bond drawn. All terms and conditions on application.

BETTER THAN COPALIN
MATICO
GRIMAULT & CO. CHIMISTES PARIS.
Renowned Physician prescribes Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Gonorrhoea, Syphilis, Chancres, Ulcers, etc. The capsules, unlike Copalins, do not cause eruptions on the skin or produce nausea. MATICO INJECTION is used in recent MATICO CAPSULES in the chronic cases.

CURE FOR ASTHMA
GRIMAULT'S INDIAN CIGARETTES.
For Asthmatic people who suffer from OPHTHALMIA, BRONCHITIS, INFLUENZA, and DIFFICULTY IN EXPIRATION.
Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.
GRIMAULT & CO. PARIS
Sold by all Chemists.

AIDS YOU TO STAND STRAIN.
When you don't feel quite yourself—weak, restless, out of sorts—whether it's the weather or the work—Hall's Coca Wine will pick you up. It will give you an immediate sense of comfort and well-being. It will give you to stand physical or mental strain, assist you to recover rapidly from exhaustion, keep you up to full working strength, and gives you restful sleep. Hall's Coca Wine is a grand restorative tonic, enthusiastically endorsed by thousands of medical men. It is pleasant, palatable, always effective.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKYO.
Cable Address: "IWASAKI," which applies to all Branch Offices.
At ABC 5th, Western Union Office used.
All Letters Addressed: MANAGER, MITSU BISHI CO., with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOJI, KOBÉ, KAPATSU, SHANGHAI, HONGKONG, LTD., HANKOW.
AGENTS:—
YOKOHAMA: M. A. & Co., Eng.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.
SOLE PROPRIETORS of Takashima, Ochi, Shinwa, Nansatsu and Kinki Yawata Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Bessemer Coal.

The Head and branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.
T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

BEWARE OF CONSTIPATION
It Poisons your Blood and Fosters Deadly Disease
"For a year I suffered from constipation, and could not get my bowels to move. I was in great pain, and I had had many attacks of indigestion, and I was very nervous. I tried many remedies, but nothing did me any good. I then tried Mother Seigel's Constipation Syrup, and I found it to be the best remedy I ever used. It cured me of my constipation, and I am now in perfect health."—Mrs. E. E. Chevalier, 105, Upper 3rd St., South East, Fort Elizabeth, July 22nd, 1906.
MOTHER SEIGEL'S CONSTIPATION SYRUP
CURES INDIGESTION.
A TRIAL WILL CONVINCE YOU OF ITS WORTH.

SHIPPING.

ARRIVALS.
ARCADIA, British str., 3,517, A. L. Valentini, 10th Jan.—Bombay 26th Dec., Mails and General.—P. & O. S. N. Co.
HAIKUN, British str., 3,564, J. J. Robson, 10th Jan.—Swatow 9th Jan., General.—Douglas Steamship Co.
HONGKONG, French steamer, 730, E. Correll, 10th Jan.—Haiphong and Hoihow 9th Jan., General.—A. R. Marty.
ICHANG, British steamer, 1,200, W. Lloyd Jones, 9th Jan.—Hongay 5th Jan., Coal.—Butterfield & Swire.
IRHAK, German str., 2,226, W. Peap, 9th Jan.—Chinkiang 5th Jan., General.—Siemens & Co.
KASHIMA MARU, Japanese steamer, 2,380, S. Nomura, 9th Jan.—Mojji 2nd Jan., Coal.
KICKANG, British str., 1,787, Y. Minami, 9th Jan.—Mojji 3rd Jan., General.—Fukusui Co.
KOUF MARU, Japanese str., 3,516, H. C. Armstrong, 10th Jan.—Manila 7th Jan., General.—Dodwell & Co.
PROFUS, Norwegian str., 1,024, G. C. Krabbe, 10th Jan.—Bangkok via Hoihow 28th Dec., General.—Nippon Yusen Kaisha.
RAJAH, German str., 1,275, A. Denker, 10th Jan.—Bangkok 30th Dec., Wood and Rice.—Melchers & Co.
SIMLA, British str., 3,558, C. D. Goldsmith, 10th Jan.—Shanghai 8th Jan., Mails and General.—P. & O. S. N. Co.

CLEARANCES.

At the Harbour Master's Office
Jan. 10th.
Jinmu, British str., for Swatow.
Lodon, Norwegian str., for Haiphong.
Triumph, German str., for Haiphong.

DEPARTURES.

Jan. 10th.
ARON, British str., for Newcastle.
DAIKUN, German str., for Vladivostok.
HAIKUN, British str., for Swatow.
HANGSANG, British str., for Canton.
KASHIMA MARU, Jap. str., for Shanghai.
KASHIMA, German str., for Swatow.
SILKIA, German str., for Yokohama.
TEIKO, German str., for Yokohama.
TIENTSIN, British str., for Shanghai.
TIENTSIN, Dutch str., for Kobe.

SHIPPING REPORTS.

The British str. *Haihow* reports: Fresh N.E. wind and moderate sea; fine weather.
The American str. *Lyon* reports: Strong N.E. monsoon and heavy sea; cloudy weather throughout.

VESSELS IN DOCK.

Jan. 10th.
ABERDEEN DOCKS.—*Sorengon*, *Monteagle*, *Hongkong*, *Frederic*, U.S.S. *Pathfinder*, *Hutchinson*, *Z. de Alencar*, *K. Kichine*, *Purle*, *Prinz Waldemar*, H.M.S. *Puma*, *Hilary*, *Cosmopolitan* DOCKS.—*Fetters*, *Loefer*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN"
Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 11th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 8th January, 1907. [17]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA"
Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 12th January at Noon, taking passengers and cargo for the above ports in connection with the Company's str. "CHINA", 3,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ORONA", due in London on 23rd February, 1907.
Passengers will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 31st December, 1906. [1]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Relativo United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with the Company's Mail Steamers to ADEEN, SUZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAHAMAS, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"
Captain Doder, will be despatched as above TO-MORROW, the 12th Jan., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 31st December, 1906. [4]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REBTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	SIMLA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE & C.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 18th inst.
MARSEILLES & HAMBURG VIA PORTS.	AMERICA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 15th inst.
MARSEILLES & C. VIA PORTS OF CALL.	ALBAZIE	Frestr.	—	Aillaud	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
BREMEN VIA PORTS OF CALL.	SEIDLITZ	Ger. str.	—	C. Duvors	MESSAGERIES MARITIMES	On 18th inst., at Noon.
HAMBURG VIA PORTS OF CALL.	SAMBIA	Ger. str.	k. w.	Muller	HAMBURG-AMERIKA LINIE	On 10th Feb.
HAVRE & HAMBURG VIA STRAITS, & C.	SPESIA	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINIE	On 27th inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	KITA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 22nd Feb.
NAPLES, HAVRE & HAMBURG	HOHENSTAUFEN	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	To-day.
TRIESTE & C. VIA SINGAPORE, & C.	SILBIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 22nd Feb.
NEW YORK	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 22nd inst.
VANCOUVER VIA SHANGHAI JAPAN, & C.	CHINA	Aus. str.	—	Damianovich	HAMBURG-AMERIKA LINIE	About 18th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	NUBIA	Brit. str.	k. w.	Habel	DODWELL & CO., LTD.	On 17th inst., at 4 P.M.
SOUTHERN AMERICAN PORTS VIA JAPAN	SATSUMA	Brit. str.	—	Holms	CANADIAN PACIFIC R. CO.	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR	MONTEAGLE	Brit. str.	1 m.	H. C. Armstrong	DODWELL & CO., LTD.	On 12th inst.
AUSTRALIAN PORTS VIA MANILA	KASATO MARU	Jap. str.	—	W. C. T. S. Filmer	TOYO KISEN KAISHA	In April.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	1 m.	Holms	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
YOKOHAMA & KOBE	EMPIRE	Brit. str.	—	Mission	MELCHERS & CO.	On 1st Feb., at Noon.
KOBE & MOJI	MANILA	Ger. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
JAPAN	TAIYUAN	Brit. str.	—	W. J. Davies	MELCHERS & CO.	About 28th inst.
WEIHAWEI & CHEFOO	HINSANG	Brit. str.	—	Emmerick	JARDINE, MATHESON & CO.	On 13th inst., Daylight.
SHANGHAI	TIENTSIN	Brit. str.	1 m.	Eddy	JAVA-CHINA-JAPAN LINES	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	ARCADIA	Brit. str.	—	A. L. Valentini	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	HANGSANG	Brit. str.	—	Spencer Wilde	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SAMBIA	Ger. str.	k. w.	Muller	HAMBURG-AMERIKA LINIE	On 13th inst., Daylight.
SHANGHAI, KOBE & YOKOHAMA	SOSHU MARU	Ger. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SAKONIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 16th inst., Daylight.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.	F. W. Northcombe	BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 20th inst.
SHANGHAI, KOBE & YOKOHAMA	KUANG	Brit. str.	1 m.	Wavell	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	JOSHIN MARU	Jap. str.	—	H. Ohta	OSAKA SHOSEN KAISHA	On 13th inst., Daylight.
SHANGHAI, KOBE & YOKOHAMA	SUNOKIANG	Brit. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	HAIKUN	Brit. str.	1 m.	A. J. Robson	DOUGLAS LARRAIK & CO.	On 16th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	WUHU	Brit. str.	—	Richards	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & CO.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	RUBI	Brit. str.	1 m.	R. Almond	SHAWAN, TOMES & CO.	On 15th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	TAMING	Brit. str.	—	A. W. Outebridge	JARDINE, MATHESON & CO.	On 18th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YUENSANG	Brit. str.	—	F. Mooney	SHAWAN, TOMES & CO.	On 19th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	ZAWIBO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	Doder	CARLOWITZ & CO.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	ISCHIA	Ital. str.	—			

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOK.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA and KOBE	"SIBIRIEN"	About 26th Jan.
MARSEILLES, HAVRE, COPEN- HAGEN and BALTIC PORTS	"KINA"	About 10th Feb.

For Further Particulars, apply to
MELCHERS & CO.
AGENTS.
Hongkong, 8th January, 1907. [9]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
* MANILA	"LOONGSANG"	Friday, 11th Jan., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 12th Jan., 3 P.M.
KOBE & MOJI	"HINSANG"	Sunday, 13th Jan., daylight.
* SHANGHAI	"HANGSANG"	Sunday, 13th Jan., daylight.
* MANILA	"YUENSANG"	Friday, 18th Jan., 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwangto) and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
Hongkong, 9th January, 1907. [18]

HONGKONG-MANILA.

Highest Class, lowest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidehips. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 12th Jan., Noon.
ZAFINO	2540	R. Rodger	Manila.	On 19th Jan., Noon.

For Freight or Passage apply to

SHAWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 7th January, 1907. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHAWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 13th November, 1906. [16]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMAWITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
LYRA	4,417	H. C. Armstrong	On 12th January.
SHAWMUT	3,608	E. V. Roberts	On 5th February.
TREMONT	3,608	T. W. Garlick	On 28th February.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 5th January, 1907. [17]

HAMBURG-AMERIKA LINIE
PASSENGER SERVICE.

By the new steamers, "RUENANIA", "HABSBURG" and "HOHENSTAUFEN". These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amidehip and fitted with fans. Laundry on Board. Doctor and Stewardsessess carried.
These steamers call at PLYMOUTH and NAPLES. In addition to these ports, the steamers "SCANDIA" and "SILBIA" carry first-class passengers.
Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, (SINGAPORE, CHEFOO AND TIENTSIN VIA SHANGHAI)	DATE
SCANDIA	1st February
HABSBURG	8th March
RUENANIA	2nd April

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.	DATE
HOHENSTAUFEN	11th January
SILBIA	8th February
HABSBURG	22nd March
	5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.	DATE
SAMBIA	15th January
SAXONIA	17th January
HELLAS	26th January
SCANDIA	1st February
BRASILIA	14th February

VIA STRAITS, COLOMBO AND ADEEN.
Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

NEXT SAILINGS HOMEWARD.	DATE
*HOHENSTAUFEN	NAPLES, PLYMOUTH, HAVRE, BREMEN & T'BURG 11th Jan.
AMERICA	FOR MARSEILLES & HAMBURG via PORTS 15th Jan.
SEPIA	FOR HAVRE & HAMBURG 17th Jan.
*SILBIA	NAPLES, LISBON, HAVRE & HAMBURG 8th Feb.
SAMBIA	FOR HAMBURG via PORTS 10th Feb.
SAXONIA	FOR HAVRE & HAMBURG 22nd Feb.
*SCANDIA	FOR NAPLES, HAVRE & HAMBURG 22nd March
NUBIA	FOR NEW YORK 22nd Jan.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"SATSUMA" ... 19th Jan.
"SIKH" ... 9th Feb.
For Freight and further information, apply to

DODWELL & CO., LTD.

Hongkong, 12th November, 1906. [787]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, DIBOUT, EGYPT, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE"
Captain Aillaud, will be despatched for MARSEILLES, on TUESDAY, the 22nd January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailing will be as follows:

S.S. "TOURANE" ... 5th Feb.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th January, 1907. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE"
Captain Holmes, will be despatched as above on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th January, 1907. [163]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIRME AND TRIESTE (DIRECT), SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA"
Captain Damianovich, will be despatched as above on or about THURSDAY, the 31st inst., at Noon.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 5th January, 1907. [13]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

Steamer Tons To Sail

"KASATO MARU" 6,000 In April

Capt. W. C. T. S. Filmer.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried aboard.

For further information, apply to

K. MATSUDA, Manager.

York Building, Hongkong, 28th December, 1906. [10]

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA	About 10th	Freight and
	Capt. A. L. Valentini	January	Passage.
LONDON, &c., via Suez, Port Said, Naples, Genoa, Antwerp, Bremen, Hamburg.	STELLA	Noon, 12th	See Special
	Capt. G. D. Goldsmith	January	Advertisement.
LONDON and ANTWERP	NUBIA	About 16th	Freight and
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox	January	Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA	About 29th	Freight and
	Capt. H. S. Brunsell	January	Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 8th January, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KIUKIANG"	On 12th Jan., Noon
AMOI, CEBU and ILOILO	"SUNGKIANG"	On 12th Jan., Noon
WEIHAIWEI and CHEFOO	"NINGPO"	On 14th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIBENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAMING"	On 15th Jan., 4 P.M.
SWATOW, AMOI, NINGPO & SHANGHAI	"WUHU"	On 16th Jan., 4 P.M.
YOKOHAMA and KOBE	"SHIAOSING"	On 17th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIBENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 19th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIBENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 21st Jan., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 8th January, 1907.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW and AMOI	"JOSHIN MARU"	SUNDAY, 13th Jan., at DAYLIGHT.
SHANGHAI via SWATOW, AMOI and FOCHOW	"SOSHU MARU"	WEDNESDAY, 16th Jan., at DAYLIGHT.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second-Floor, No. 1, Queen's-Buildings.

Hongkong, 8th January, 1907.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.
WILL BE DESPATCHED AT NOON,
ON
SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 23 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 First and £42 Second Saloon,
TO LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to:

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

[1509]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SEYDLITZ	16th January
PRINZ HEINRICH	30th January
GNESSEN	13th February
PREUSSEN	27th February
PRINZESS ALICE	13th March
PRINZ LUDWIG	27th March
PRINZ REGENT LUITPOLD	10th April
PRINZ EITEL FRIEDRICH	24th April
BAVERN	8th May
PRINZ HEINRICH	22nd May
SCHARNHURST	5th June
ROON	19th June
	3rd July

ON WEDNESDAY, the 16th day of JANUARY, 1907, at Noon, the Steamship
"SEYDLITZ" Captain C. Döwse, with MALES, PASSENGERS, SPECIE and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 14th Jan. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 15th Jan. and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 15th Jan.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

VIA BREMEN OR SOUTHAMPTON

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar,
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TO BR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER

MANILA

PRINZ WALDEMAR

PRINZ SIGISMUND

ON FRIDAY, the 1st FEBRUARY, at Noon, the Steamship "MANILA,"
Captain Minse, with Males, Passengers and Cargo, will leave this Port as above:
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO KOBE

TO YOKOHAMA

TO YOKOHAMA and back from KOBE
to HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "GNEISENAU" ... Wednesday, 15th Jan.

SHANGHAI, NAGASAKI, "PREUSSEN" ... Wednesday, 30th Jan.

KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltar

Passage money payable in local currency at current sight Bank, rate of Exchange on the
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

[2282]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,900	THURSDAY, 17th Jan.	4th Feb.
"MONTEAGLE"	6,163	WEDNESDAY, 23rd Jan.	10th Feb.
"EMPERESS OF INDIA"	6,000	THURSDAY, 30th Jan.	16th Feb.
"ATHENIAN"	3,882	WEDNESDAY, 14th Feb.	4th Mar.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 20th Feb.	10th Mar.
"TARTAR"	4,425	THURSDAY, 14th Mar.	1st April
		WEDNESDAY, 27th Mar.	20th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
YOKOHAMA, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at St. JOHN, N.B. with the C.A. NEW PALATIAL "EMPERESS" Steamship,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £80; via New York £82.
Intermediate on Steamers £40, " " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for 1st class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missions, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya opposite Hotel de
Corne.

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of January	JAPAN	First half of January
TJIBODAS	JAVA	Second half of January	JAPAN	Second half of January
TJIPANAS	JAPAN	Second half of January	JAVA PORTS	Second half of January
TJIMAH	JAVA	First half of February	JAPAN	First half of February
TJILIWONG	JAPAN	Second half of February	JAPAN	Second half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LINE.

Yok Buildings, 1st Floor.

Hongkong, 17th December, 1906.

[19]

GOVERNMENT AND MUNICIPAL PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities:
WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?
They are high-class and absolutely safe Securities, payable to Bearer, issued by
the various Governments and Municipalities of Europe. They are redeemable at nominal
Drawings either with Cash Premiums varying from £10 to £5000, or, at the very
least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly
payments ranging from 15/- to £20.

Lists of drawings published fortnightly. Premiums collected free of charge.

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PREMIUM BOND DEALERS. PARIS (France). 153

Cutler, Palmer & Co's

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CARDS, &c.

LEDGERS & ACCOUNT BOOKS

MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF

ALL KINDS RE-BOUND

IN THE BEST MATERIALS.

Estimates furnished on Application to the

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"THE EAST OF ASIA,"
(Published Quarterly.)

